

Alternative Design Concepts for Philosophers' Grove Area at the Top of State Street

February 19, 2015

Background

The adopted 2015 Capital Budget provides for an inter-agency staff team to develop options for improvements in the area of the 100 block of West Mifflin Street for consideration by the Council in early 2015. The budget also designates \$50,000 from TID 32 to support implementation efforts.

Efforts to Date

On November 20, 2014, a large-scale public workshop was held to discuss general design and programming options for the area.

Based on input received at the workshop, other public input, and staff discussions, Planning Division staff developed a range of general approaches to address some of the issues that had been identified. At its meeting of December 18, 2014, the Downtown Coordinating Committee (DCC) asked staff to further explore options that would open up the space along the outside edges along the buildings and alternatively, that would open up the space through the middle.

Staff has considered these options and prepared the following alternative design concepts for discussion and further direction from the DCC.

Design Concepts

This document suggests three main design concepts:







- Concept A: Provides a bikeway towards the southern side of the space and keeps a more cohesive “grove” to the north of it.
- Concept B: Provides a bikeway through the middle of the space and creates two smaller, more linear “groves” on either side of it.
- Concept C: Does not provide a bikeway, but provides space for two foodcarts at the top of the cu-de-sac.

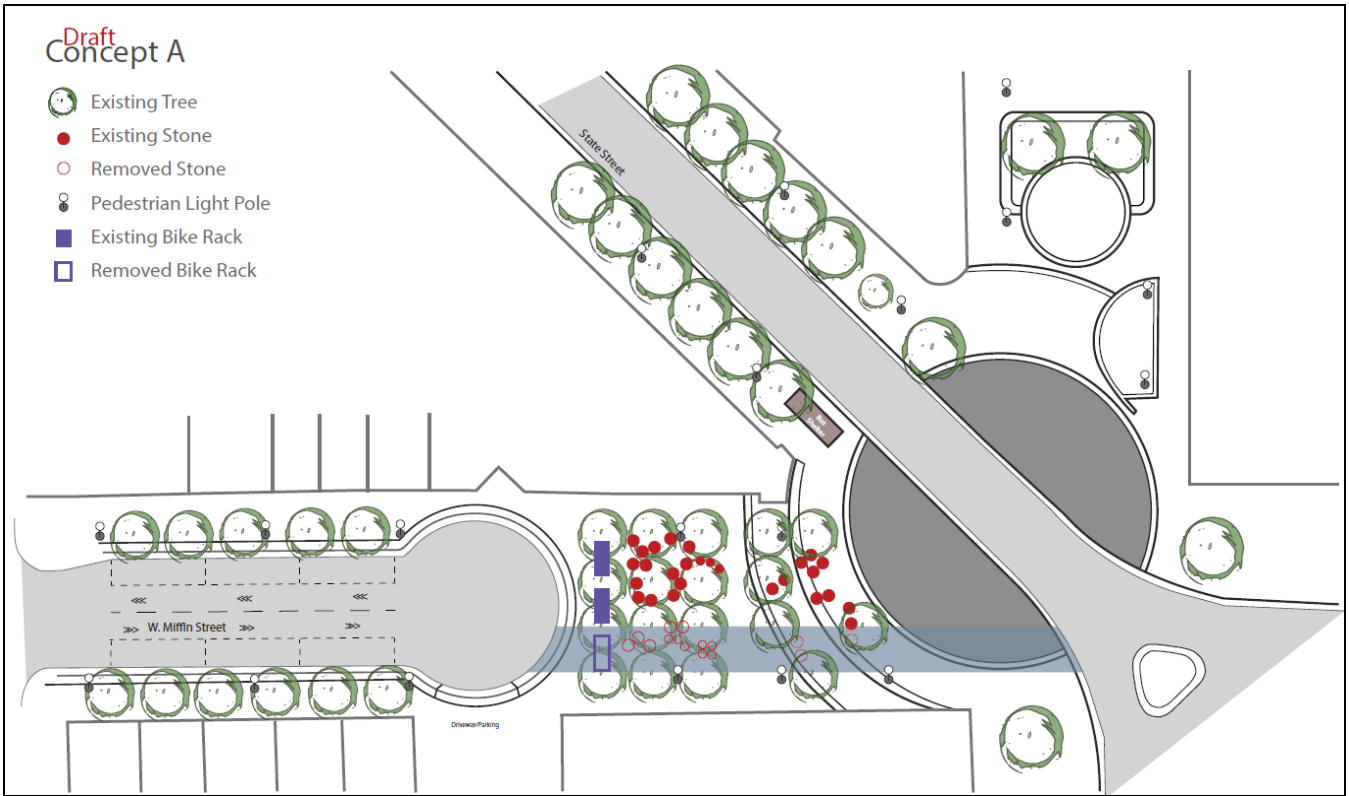
These concepts (and variations on them) are described in more detail in the following sections.

Alternative Design Concept A









Concept A	Pros	Cons	Notes	Estimated Cost
Bikeway established towards south side of space	<ul style="list-style-type: none"> ▪ Provides a means for bikes to move through the space. ▪ Leaves a significant portion of the Grove intact. ▪ Generally aligns with WB bike lane on Square. 	<ul style="list-style-type: none"> ▪ Potential for pedestrian conflicts. ▪ Most costly solution. 	<ul style="list-style-type: none"> ▪ Bikeway would not have to be marked through the space. ▪ Pedestrian lights would have to be moved @ 5' outward, but there may be utility conflicts. ▪ Approx. 15 stones would need to be removed. ▪ One bike rack would need to be removed. ▪ Two curb cuts for bikeway. ▪ Sharrows on street portion of the block. ▪ Moves Ambassadors' both across State Street. 	@ \$55,000
Alternative 1: Extend grid of new trees towards State Street			<ul style="list-style-type: none"> ▪ Same as base concept, plus: ▪ Replaces 6 existing trees in round grates with 7 new trees in rectangular grates extending the pattern of the Grove. 	Adds @ \$14,000
Alternative 2: Remove stones within the remaining Grove so that there are no more than 3 stones in a cluster			<ul style="list-style-type: none"> ▪ Same as base concept, plus: ▪ Removes 4 additional stones. 	Adds @ \$8,000
			Total Cost=	@ \$55,000-77,000

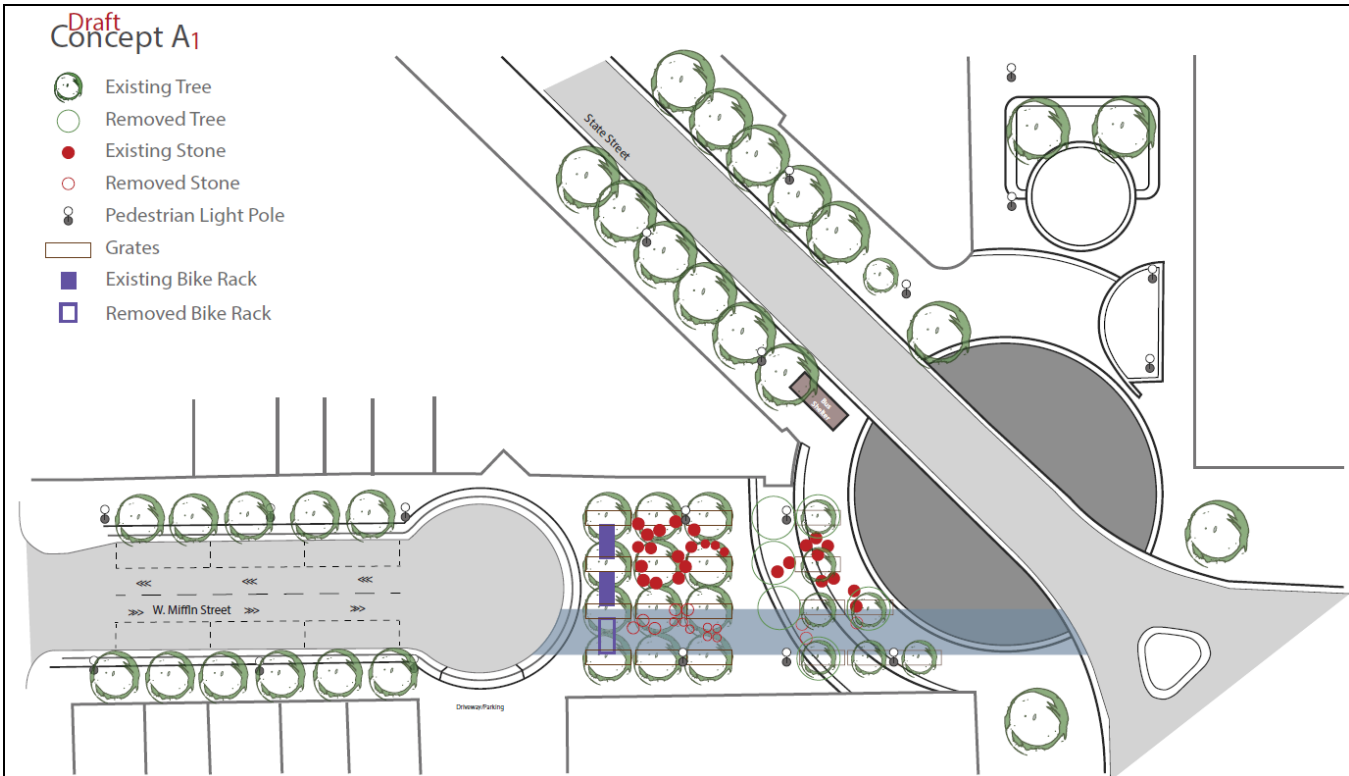
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Concept A

-  Existing Tree
-  Existing Stone
-  Removed Stone
-  Pedestrian Light Pole
-  Existing Bike Rack
-  Removed Bike Rack



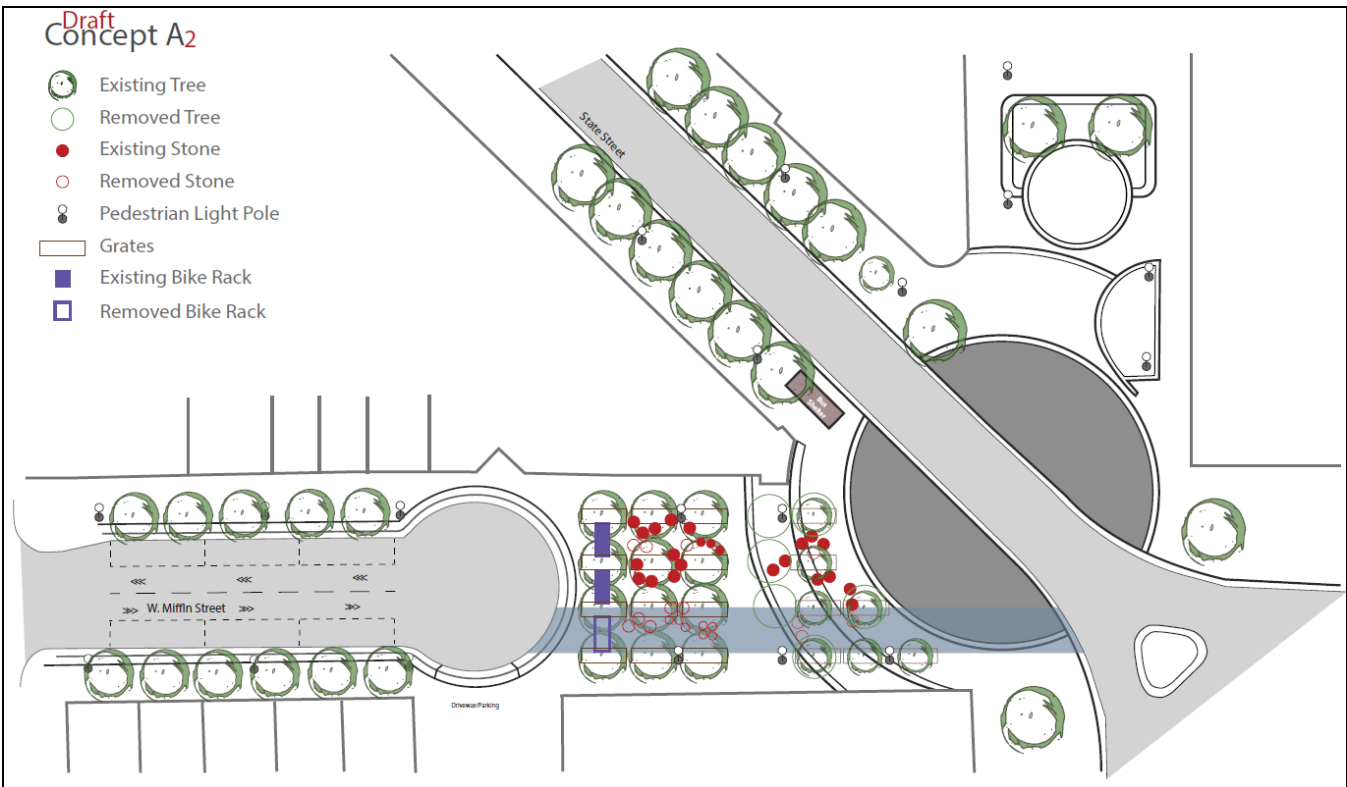
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Concept A1

-  Existing Tree
-  Removed Tree
-  Existing Stone
-  Removed Stone
-  Pedestrian Light Pole
-  Grates
-  Existing Bike Rack
-  Removed Bike Rack



Draft
Concept A2








- Existing Tree
- Removed Tree
- Existing Stone
- Removed Stone
- Pedestrian Light Pole
- Grates
- Existing Bike Rack
- Removed Bike Rack

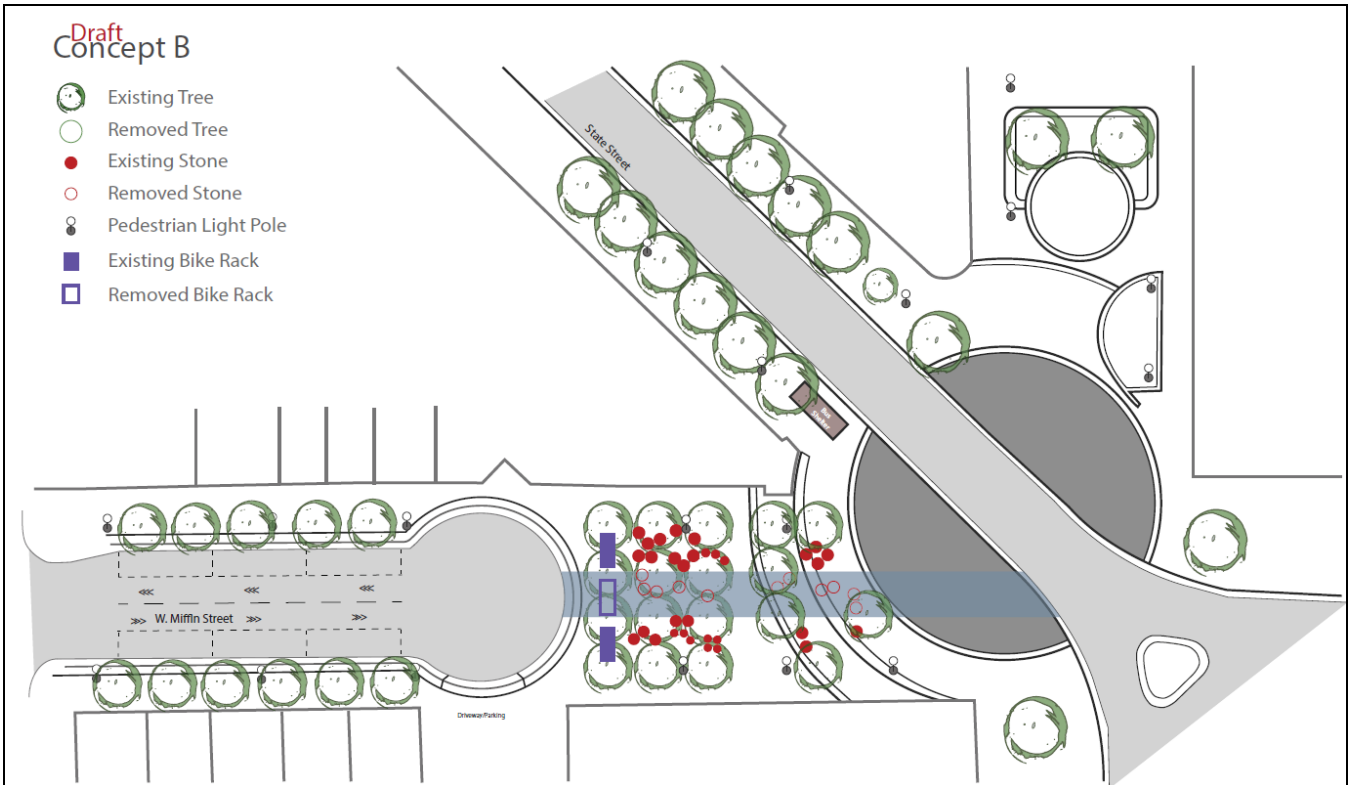


Alternative Design Concept B









Concept B	Pros	Cons	Notes	Estimated Cost
Bikeway established through the middle of the space	<ul style="list-style-type: none"> ▪ Provides a means for bikes to move through the space. ▪ Pedestrian lights do not need to be moved. 	<ul style="list-style-type: none"> ▪ Potential for pedestrian conflicts. ▪ Bifurcates the Grove ▪ Bikeway does not line up with WB bike lane on Square. 	<ul style="list-style-type: none"> ▪ Bikeway would not have to be marked through the space. ▪ Approx. 11 stones would need to be removed. ▪ One bike rack would need to be removed. ▪ Two curb cuts for bikeway. ▪ Sharrows on street portion of the block. ▪ Could move Ambassadors' both across State Street. 	@ \$22,000
Alternative 1: Extend grid of new trees towards State Street			<ul style="list-style-type: none"> ▪ Same as base concept, plus: ▪ Replaces 6 existing trees in round grates with 7 new trees in rectangular grates extending the pattern of the Grove. 	Adds @ \$14,000
Alternative 2: Remove stones within the remaining Grove so that there are no more than 3 stones in a cluster			<ul style="list-style-type: none"> ▪ Same as base concept, plus: ▪ Removes 8 additional stones. 	Adds @ \$16,000
			Total Cost=	@ \$22,000-52,000

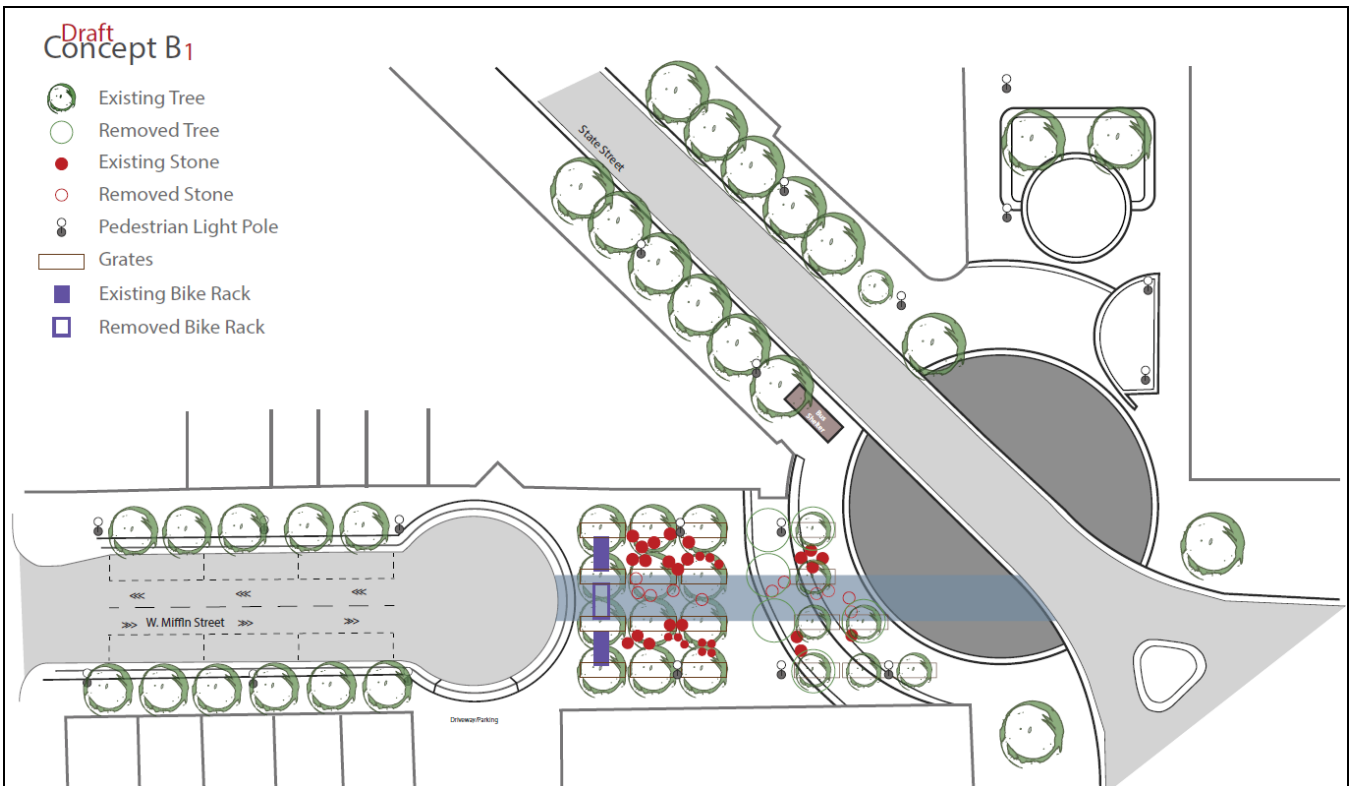
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Concept B

-  Existing Tree
-  Removed Tree
-  Existing Stone
-  Removed Stone
-  Pedestrian Light Pole
-  Existing Bike Rack
-  Removed Bike Rack



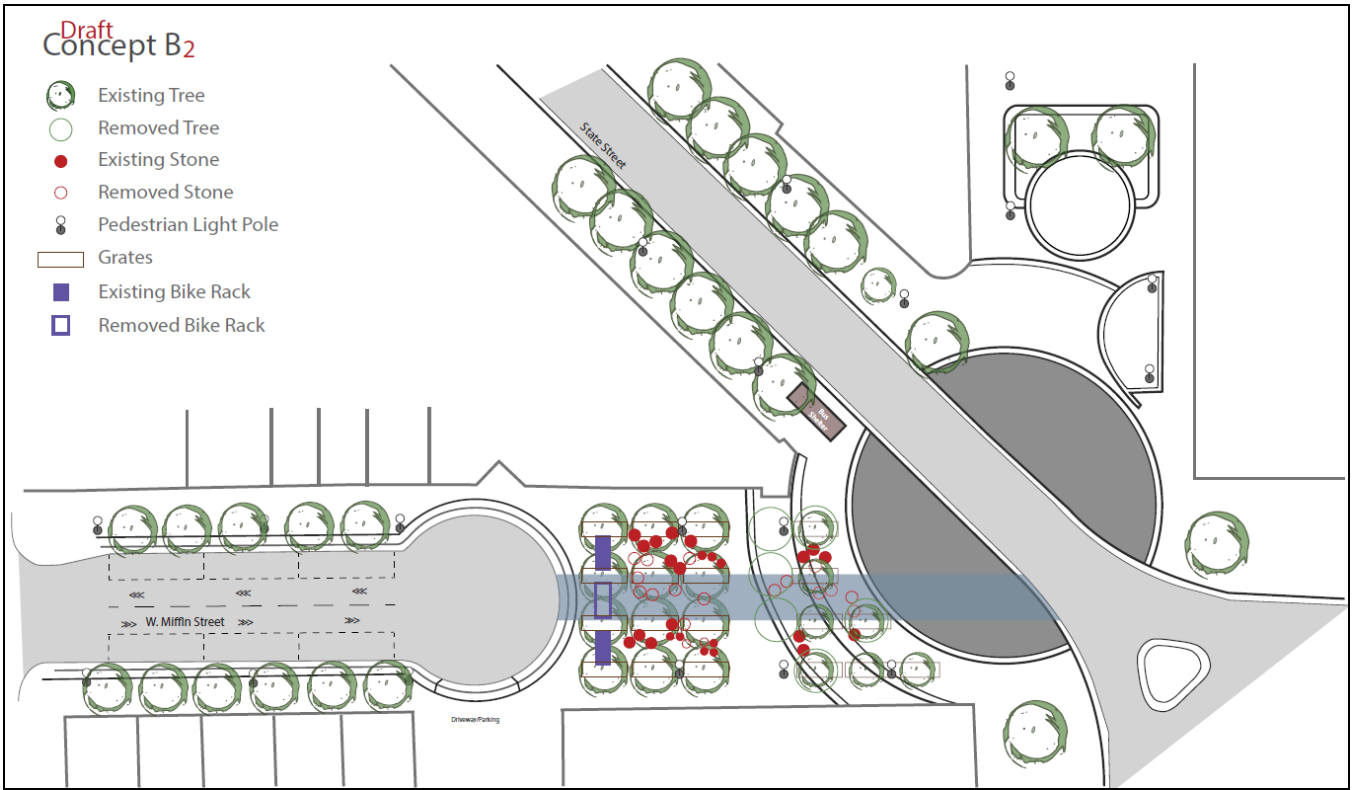
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Concept B₁

-  Existing Tree
-  Removed Tree
-  Existing Stone
-  Removed Stone
-  Pedestrian Light Pole
-  Grates
-  Existing Bike Rack
-  Removed Bike Rack



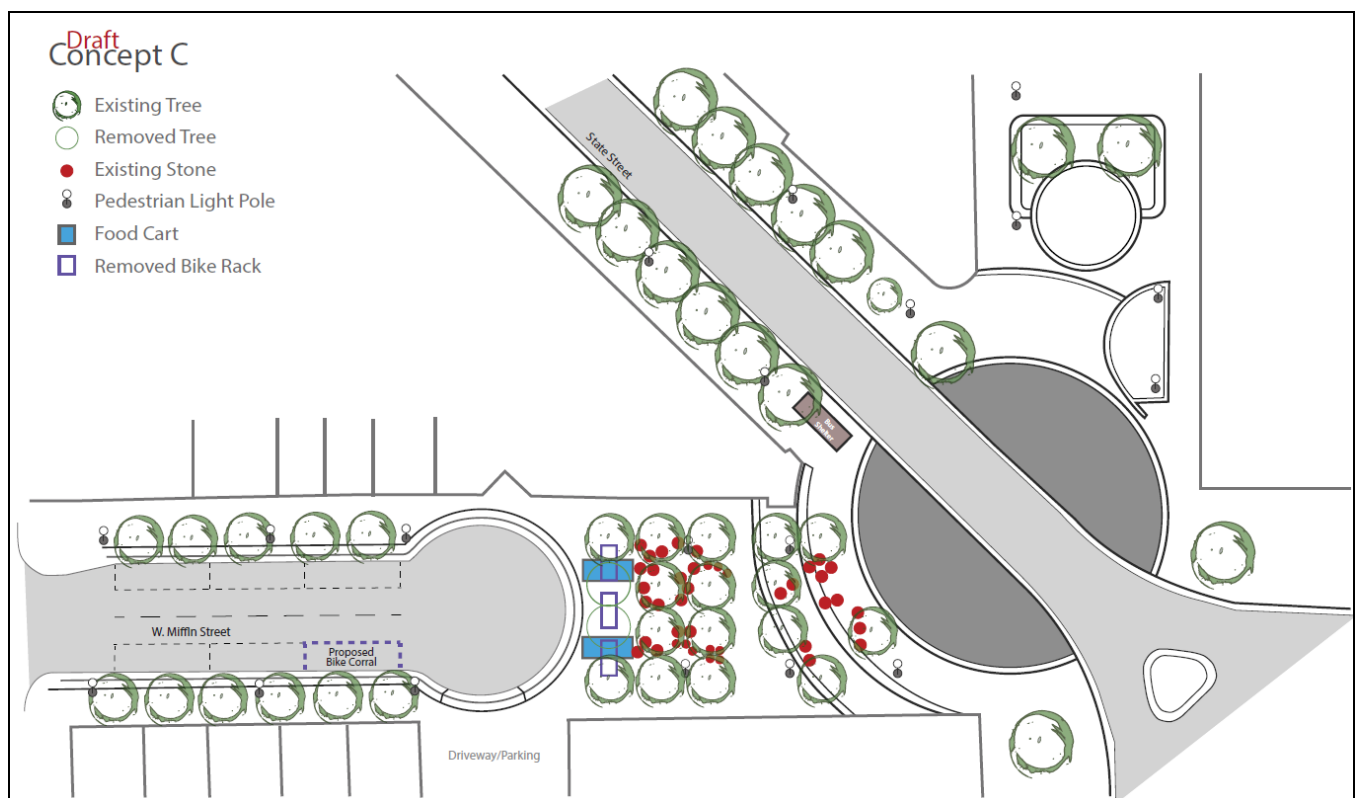
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Concept B2

- Existing Tree
- Removed Tree
- Existing Stone
- Removed Stone
- Pedestrian Light Pole
- Grates
- Existing Bike Rack
- Removed Bike Rack



Alternative Design Concept C

Concept C	Pros	Cons	Notes	Estimated Cost
Provide for two foodcarts. Bikeway not included	<ul style="list-style-type: none"> ▪ Activates space during middle of the day ▪ Keeps Grove intact. ▪ Least costly option. 	<ul style="list-style-type: none"> ▪ Does not accommodate bikes. 	<ul style="list-style-type: none"> ▪ Removes two trees. ▪ Three bike racks would need to be removed. ▪ Could move Ambassadors' both across State Street. 	@ \$4,000
			Total Cost=	@ \$4,000



Next Steps

- 1) February: DCC identifies preferred alternative design concept(s).
- 2) March: Public meeting on the DCC preferred alternative design concept(s).
- 3) April: DCC makes recommendations.
- 4) May: Public meeting on DCC recommendations.
- 5) June: DCC finalizes recommendations and forwards to the Common Council.
- 6) Common Council (with recommendations from other boards/commissions) approves.
- 7) Phased implementation begins. Note that programming may begin sooner since construction on any physical changes will not likely occur until summer/fall.